

ACE KS E5 Liberal, KS [Revised]

Liberal Municipal Airport, KS
(Lat. 37°02'39"N., long. 100°57'36"W.)

Liberal VORTAC
(Lat. 37°02'40"N., long. 100°58'16"W.)

Liberal Municipal Airport ILS
(Lat. 37°03'27"N., long. 100°57'23"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Liberal Municipal Airport and within 2.6 miles each side of the 027° radial of the Liberal VORTAC extending from the 6.4-mile radius to 8.7 miles northeast of the VORTAC and within 2.6 miles each side of the 153° radial of the Liberal VORTAC extending from the 6.4-mile radius to 8.7 miles southeast of the VORTAC and within 3 miles either side of the ILS localizer course extending from the 6.4-mile radius to 12 miles south of the airport and within 3 miles each side of the 206° radial of the Liberal VORTAC extending from the 6.4-mile radius to 8.7 miles southwest of the VORTAC.

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Issued in Kansas City, MO, on December 16, 1998.

Christopher R. Blum,

*Acting Manager, Air Traffic Division,
Central Region.*

[FR Doc. 99-990 Filed 1-14-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 98-ACE-47]

**Amendment to Class E Airspace;
Grinnell, IA**

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Direct final rule; confirmation of
effective date.

SUMMARY: This document confirms the
effective date of a direct final rule which
revises Class E airspace at Grinnell, IA.

DATES: The direct final rule published at
63 FR 64181 is effective on 0901 UTC,
March 25, 1999.

FOR FURTHER INFORMATION CONTACT:
Kathy Randolph, Air Traffic Division,
Airspace Branch, ACE-520C, Federal
Aviation Administration, 601 East 12th
Street, Kansas City, Missouri 64106;
telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: The FAA
published this direct final rule with a
request for comments in the **Federal
Register** on November 19, 1998 (63 FR
64181). The FAA uses the direct final
rulemaking procedure for a non-
controversial rule where the FAA
believes that there will be no adverse
public comment. This direct final rule
advised the public that no adverse

comments were anticipated, and that
unless a written adverse comment, or a
written notice of intent to submit such
an adverse comment, were received
within the comment period, the
regulation would become effective on
March 25, 1999. No adverse comments
were received, and thus this notice
confirms that this direct final rule will
become effective on that date.

Issued in Kansas City, MO on December
29, 1998.

Jack L. Skelton,

*Acting Manager, Air Traffic Division, Central
Region.*

[FR Doc. 99-992 Filed 1-14-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 98-ACE-46]

**Amendment to Class E Airspace;
Concordia, KS**

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Direct final rule; confirmation of
effective date.

SUMMARY: This document confirms the
effective date of a direct final rule which
revises Class E airspace at Concordia,
KS.

DATES: The direct final rule published at
63 FR 63140 is effective on 0901 UTC,
March 25, 1999.

FOR FURTHER INFORMATION CONTACT:
Kathy Randolph, Air Traffic Division,
Airspace Branch, ACE-520C, Federal
Aviation Administration, 601 East 12th
Street, Kansas City, Missouri 64106;
telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: The FAA
published this direct final rule with a
request for comments in the **Federal
Register** on November 12, 1998 (63 FR
63140). The FAA uses the direct final
rulemaking procedure for a non-
controversial rule where the FAA
believes that there will be no adverse
public comment. This direct final rule
advised the public that no adverse
comments were anticipated, and that
unless a written adverse comment, or a
written notice of intent to submit such
an adverse comment, were received
within the comment period, the
regulation would become effective on
March 25, 1999. No adverse comments
were received, and thus this notice
confirms that this direct final rule will
become effective on that date.

Issued in Kansas City, MO on December
29, 1998.

Jack L. Skelton,

*Acting Manager, Air Traffic Division, Central
Region.*

[FR Doc. 99-993 Filed 1-14-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 98-AEA-14]

RIN 2120-AA66

**Amendment of Legal Description of Jet
Route J-522 in the Vicinity of
Rochester, NY**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the legal
description of Jet Route 522 (J-522) in
the Rochester, NY, area, between the
Toronto Flight Information Region/
Control Area (FIR/CTA) and the
Hancock Very High Frequency
Omnidirectional Range/Distance
Measuring Equipment (VOR/DME), NY.
Specifically, this action adds Rochester
as a navigation facility and changeover
point on J-522. This action will enhance
the management of air traffic operations
and allow for better utilization of the
navigable airspace.

EFFECTIVE DATE: Effective 0901 UTC,
March 25, 1999.

FOR FURTHER INFORMATION CONTACT: Ms.
Sheri Edgett Baron, Airspace and Rules
Division, ATA-400, Office of Air Traffic
Airspace Management, Federal Aviation
Administration, 800 Independence
Avenue, SW., Washington, DC 20591;
telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

The Rule

This action amends 14 CFR part 71 by
amending the legal description of J-522
located in the Rochester, NY, area,
between the Toronto FIR/CTA and the
Hancock VOR/DME. The FAA is taking
this action to enhance the management
of air traffic operations and allow for
better utilization of the navigable
airspace. The segment of J-522 between
KLOPS DME Fix and the EXTOL
Intersection is unusable for navigation
in the current configuration and must be
realigned. Realigning J-522 by adding
Rochester as a navigation facility and
changeover point will allow the airway
to be used for navigation.

Since this action merely involves
changes in the legal description of J-